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REPORT

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COUNTRY East Germany

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SUBJECT Automobile Supply Channels of GOFG

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25X1

1. In the 4th Gds. Mecz. Army the unit engineer supply officer had no connection with the Chief of Rear Services. The unit engineer supply officer submitted his supply plans to regiment or division engineer officers, who in turn submitted the plans to the Army Engineer Officer. This officer was subordinate to the Chief of Staff, and not to the Chief of Rear Services. The Chief of Rear Services dealt only with food, clothing, POL, billeting and PX. He had no authority over technical (engr., sig., med., arty., automotive) supply requirements.
2. Technical officers (zamestitel' po techni-zampotekh cheskey chasti) of the battalions presented their automobile supply requirements to the technical officer of a regiment. The regimental technical officer then presented the combined requirements of the battalions or subunits in the regiment to the divisional technical officer. The technical officer of the 7th Gds. Mecz. Div. combined the requirements of all the regiments or subunits of the division and submitted his total requirements to Lt. Col. Ivan Andreyevich ROMASHKIN, Chief of the Auto. Dept. of the 4th Gds. Mecz. Army. Lt. Col. ROMASHKIN, in turn, consolidated all vehicle requirements of all subunits of the 4th Gds. Mecz. Army, adding, for example: 20 trucks needed for 71st L. Arty. Brig., 10 trucks for the 3rd Sep. Engr. Bridge Pontoon Bn., 10 trucks for the 108th Sep. Sig. Bn., and 8 trucks for the 4th Gds. Mecz. Army Food and Rations Depot. Lt. Col. ROMASHKIN then submitted the total

25X1

SECRET

SECURITY INFORMATION

25 YEAR RE-REVIEW

SECRET/SECURITY INFORMATION

-2-

25X1

requirements for the 4th Gds. Mecz. Army (in this case 128 trucks) to Maj. Gen. (fnu) SHEVELYEV, Chief of the Auto. Administration of GOFG. Gen. SHEVELYEV consolidated the requirements of all armies and GOFG subunits, and forwarded the total requirements (for example: 800 trucks) endorsed by the GOFG Chief of Staff and the GOFG CG, to the Chief of the Automobile Administration of the Armed Forces Ministry in Moscow.

3. All factories in the USSR, regardless of their product, had a committee representing the Armed Forces Ministry. The committee was staffed according to the size of the factory and the type of production. In a large automobile factory (e.g., GAZ, ZIS or YAZ) the committee would be headed by a colonel and would have 15 to 20 officers ranging in grade of senior lieutenant to lieutenant colonel. These officers inspected and accepted production from the factory for the Armed Forces Ministry and distributed it according to priority. If, for instance, at a certain factory 1,000 trucks were ready and requisitions were in from all Military Districts and GOFG, the Armed Forces Ministry colonel in charge would check his instructions on priority and allocate perhaps 400 vehicles to GOFG, 300 to Leningrad Military District, 150 to the Caucasian Military District, and 150 to the Far East.
4. A GOFG representative, notified in advance, would be at the factory to accept the 400 trucks allocated to GOFG. Under his supervision the 400 trucks would be loaded on special trains (Shalons) and shipped to the Soviet Zone of Germany. The GOFG representative would then inform Gen. SHEVELYEV, Chief of GOFG Automobile Administration, that he had brought him 400 trucks. Gen. SHEVELYEV would then work out an allotment for these trucks, e.g., 80 trucks for the 1st Gds. Mecz. Army, 70 trucks for the 2nd Gds. Mecz. Army, 80 trucks for the 3rd Gds. Mecz. Army, 70 trucks for the 4th Gds. Mecz. Army, 50 trucks for the 3rd Shock Army, and 50 trucks for the 8th Gds. Army.
5. Gen. SHEVELYEV'S plan would then be submitted to the GOFG Chief of Staff, who would discuss it with the GOFG CG. The CG would either approve the prepared list or cut down the amount (which was usually the case) and order a certain amount to be held in reserve by GOFG. After this Gen. SHEVELYEV would notify the Chief of the Auto. Dept., Lt. Col. ROMASHKIN, that 70 trucks had been allocated to the 4th Gds. Mecz. Army. The Chief of the Auto. Dept. of the 4th Gds. Mecz. Army would then prepare an allocation plan, e.g., 50 trucks to the 7th Gds. Mecz. Div., 5 trucks to the 108th Sep. Sig. Bn. (subordinate to the 4th Gds. Mecz. Army), 5 trucks to the 3rd Sep. Engr. Bridge Pontoon Bn., 5 trucks to the Food and Rations Depot of the 4th Gds. Mecz. Army, and 5 trucks to the 71st Gds. L. Arty. Brig.
6. Gen. ROMASHKIN would hand-carry his list to the Chief of Staff, 4th Gds. Mecz. Army for approval. The Chief of Staff would discuss it with the CG of the 4th Gds. Mecz. Army and either approve it or cut down the allotments and order some trucks to be kept in the Army reserve. After action by the CG of the 4th Gds. Mecz. Army, the Chief of Auto. Dept. would phone the technical officer of the 7th Gds. Mecz. Div., of the 71st Gds. L. Arty. Brig., and the Chief of the Army Depot of Spare Parts for Automobiles and Tractors. The latter officer was in charge of vehicle requirements for separate battalions and depots subordinate directly to the 4th Gds. Mecz. Army.
7. The technical officer of the 7th Gds. Mecz. Div. would inform the technical officers of the regiments concerned to pick up their trucks. At the same time the Chief of the Army Depot for Spare Parts for Automobiles and Tractors would give the same instructions to the technical officers of the 3rd Sep. Engr. Bridge Pontoon Bn., the 108th Sep. Sig. Bn., and the 4th Gds. Mecz. Army Food and Rations Depot.

SECRET

SECRET/SECURITY INFORMATION

-3-

25X1

8. While all this paper work was in progress, the 400 trucks would remain on the trains which had brought them from the factory. The GOFG representative who had accepted the trucks in the factory and brought the shipment to the Soviet Zone of Germany would be notified of the final disposition of the vehicles and would then permit the technical officers of the concerned regiments of the 7th Gds. Mecz. Regt., the 108th Bn., the 3rd Bn. Food and Ration Depot, and the 71st Gds. L. Arty. Brig. to pick up the trucks. There was no unloading and reloading of trucks from factory until this actual assignment to units.

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Arty., Armor, Med., Sig., and Engr. supplies went via the CO, Chief of Staff, and the pertinent officer (arty chief, in the case of arty supplies); whereas POL and food and rations went via the CG, and the Chief of Rear Services.

SECRET

25X1